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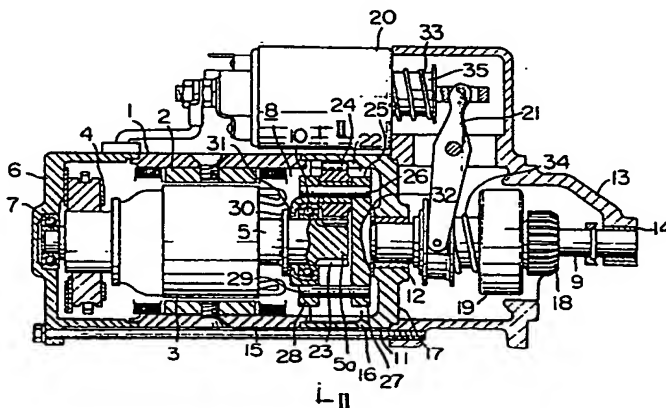
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**Reduction starter.**

A reduction starter for starting up engine, having a motor (1) provided with an armature shaft (5) which is rotatingly driven as the motor (1) is supplied with electric power, a planetary reduction gear (8) connected to the armature shaft (5) and adapted to reduce the speed of rotation of the armature shaft (5), an output shaft (9) connected to the planetary reduction gear (8) and adapted to be driven by the latter at a reduced speed, an intermediate bracket (11) supporting one end of the output shaft (5) and surrounding the planetary reduction gear (8) and a pinion (18) mounted slidably on the output shaft (5) and adapted to mesh with a ring gear annexed to the engine thereby to transmit a starting torque to the engine. The planetary reduction gear (8) is formed as a unit with the intermediate bracket (11) by cutting gear teeth directly in the inner peripheral surface of the intermediate bracket (11).



REDUCTION STARTER

1 BACKGROUND OF THE INVENTION

FIELD OF THE INVENTION

The present invention relates to a reduction starter and, more particularly, to a reduction starter  
5 having an improved speed reduction mechanism.

DESCRIPTION OF THE PRIOR ART

Generally, there are various types of starters for starting up engines, among which a starter of the type called reduction starter is attracting attention  
10 because it permits the use of a high-speed and small-torque motor while providing a large torque at the pinion or output shaft. There are several types of reduction starters. One of such reduction starters has a planetary type reduction gear which permits a coaxial arrangement  
15 of the motor and the pinion. This type of reduction starter is now becoming important because of its simple appearance.

A typical known reduction starter incorporating a planetary reduction gear is constructed as  
20 follows.

Namely, the armature shaft of a motor for producing the torque and an output shaft mounting a pinion meshing with a ring gear are arranged coaxially and drivingly connected to each other through a

1 planetary reduction gear. The armature shaft is supported  
at its both ends through bearings by a rear bracket and  
an intermediate bracket of a starter housing. Similarly,  
the output shaft is supported through bearings by  
5 another intermediate bracket and a front bracket. A  
gear housing is formed between the intermediate bracket  
supporting the armature shaft and the intermediate  
bracket supporting the output shaft. The planetary  
reduction gear is disposed in the gear housing. The  
10 planetary reduction gear has a sun gear attached to the  
end of the armature shaft projecting from the inter-  
mediate bracket. The sun gear meshes with a plurality  
of planet gears which are cantilevered by a carrier  
plate integral with the output shaft projecting from  
15 the other intermediate bracket. A ring gear having  
internal gear teeth is arranged around the planet gears  
to mesh with the latter. The ring gear is fitted in  
the inner peripheral surface of the intermediate bracket  
which is in support of the pinion shaft. The ring gear  
20 is fixed to the intermediate bracket so as not to  
rotate with respect to the latter. This type of reduc-  
tion starter is disclosed in Japanese Utility Model  
Publication Laid-Open No. 107731/1978.

This reduction starter, however, suffers from  
25 the following problem attributable to the peculiar  
construction of the reduction gear. Namely, the ring  
gear which constitutes the outer peripheral part of the  
planetary reduction gear has to be fitted in the

1 intermediate bracket in such a manner as not to rotate  
relatively to the intermediate bracket, so that the  
mechanical strength of the ring gear is lowered dis-  
advantageously. In order to obtain sufficient mechanical  
5 strength of the ring gear, it is necessary to increase  
the outside diameter of the reduction gear as a whole.  
In addition, the stable meshing condition among the  
sun gear, planet gears and ring gear is often failed  
resulting in a lowered reduction efficiency, because the  
10 planetary gears are cantilevered by the carrier plate  
fixedly mounted on the output shaft. Considering that  
the armature shaft and the output shaft are arranged  
coaxially, it is desirable to simplify the arrangement  
of bearings for these shafts. Actually, however, these  
15 shafts have to be supported independently at both ends  
thereof, because it is necessary to dispose the  
planetary reduction gear between these shafts. This  
arrangement undesirably increases the overall length of  
the reduction starter.

## 20 SUMMARY OF THE INVENTION

Accordingly, an object of the invention is to  
provide a reduction starter in which the construction  
of the planetary reduction gear is improved to permit  
a reduction in size and an increase of the speed  
25 reduction efficiency of the reduction starter thereby  
to overcome the above-described problems of the prior  
art.

1           To this end, according to the invention,  
there is provided a reduction starter comprising: a motor  
having an armature shaft; a planetary reduction gear  
drivingly connected to the armature shaft and adapted  
5 to reduce the speed of rotation of aid armature shaft;  
an output shaft drivingly connected to the planetary  
reduction gear and adapted to be driven rotatingly by  
the latter at a reduced speed; an intermediate bracket  
supporting one end of the output shaft and surrounding  
10 the planetary reduction gear; and a pinion slidably  
mounted on the output shaft and adapted to engage with  
a ring gear connected to an engine thereby to transmit  
the torque to the engine; the planetary reduction gear  
including a ring gear integral with the intermediate  
15 bucket and having gear teeth formed in the inner  
peripheral surface of the intermediate bracket.

          Preferably, the planet gears of the planetary  
reduction gear are carried by a carrier which is fixed  
to one end of the output shaft, and the armature is  
20 supported by this carrier through a bearing: namely,  
the armature shaft is supported by the output shaft  
through the carrier.

          In the reduction starter of the invention, it  
is possible to reduce the outside diameter of the  
25 reduction gear because the ring gear is formed integrally  
with the intermediate bracket. In addition, it is  
possible to omit the intermediate bracket for supporting  
the armature shaft by constructing such that the

1 armature shaft is supported at its one end by the output  
shaft through the medium of the carrier and, therefore,  
to reduce the overall length of the starter. For these  
reasons, according to the invention, it is possible  
5 to remarkably reduce the outside diameter of the reduc-  
tion starter.

Other objects, features and advantages of the  
invention will become clear from the following descrip-  
tion of the preferred embodiments taken in conjunction  
10 with the accompanying drawings.

#### BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 is a sectional view of a reduction  
starter in accordance with an embodiment of the invention;  
and

15 Fig. 2 is a sectional view taken along the  
line II-II of Fig. 1.

#### DESCRIPTION OF THE PREFERRED EMBODIMENT

Fig. 1 shows the construction of a reduction  
starter embodying the present invention, while Fig. 2  
20 shows in section a planetary gear mechanism incorporated  
in the reduction starter. This reduction starter  
includes as essential elements a motor for generating  
the torque, a planetary reduction gear for reducing  
the speed of rotation output of the motor, an output  
25 shaft connected to the reduction gear and adapted to be  
driven by the latter at the reduced speed, and a

1 magnetic switch for pressing the pinion mounted on the  
output shaft.

More specifically, the motor 1 mounted in the  
housing of the reduction starter has a yoke 2, armature  
5 3, brush holders 4 and so forth. This motor applies,  
when it is supplied with electric power, a torque to  
the armature 3 on an armature shaft 5 which is rotatably  
supported at its both ends. The rear end of the  
armature shaft 5, i.e. the left end as viewed in Fig. 1,  
10 is carried through a bearing 7 by a rear bracket 6  
which constitutes the rear end wall of the housing. On  
the other hand, the front end 5a of the armature shaft  
5 is drivingly connected to the output shaft 9 through  
the planetary reduction gear 8. The armature shaft 5 is  
15 supported at its front end by a bearing 10 within the  
planetary reduction gear 8.

The output shaft 9 is disposed coaxially with  
the armature shaft 5. The end of the output shaft  
adjacent to the armature shaft 9 is rotatably carried by  
20 the intermediate bracket 11 through a bearing 12 while  
the other end of the same is rotatably carried through a  
bearing 14 by a front bracket 13 which in turn is mounted  
on the intermediate bracket 11. The intermediate  
bracket 11 includes a peripheral wall 16 having a  
25 cylindrical form resembling the form of the outer wall 15  
of the motor 1, and a partition wall 17 which is construct-  
ed and disposed transversely of a rotation axis of the  
motor. The aforementioned planetary reduction gear 8

1 is disposed within the intermediate bracket 11. The  
output shaft 9 carries a pinion 18 which is adapted to  
mesh with the ring gear (not shown) connected to the  
output shaft of an engine. A clutch 19 having an over-  
5 running mechanism is disposed adjacent to the end of the  
pinion which is at the left side as viewed in Fig. 1.  
The pinion 18 and the clutch 19 are axially movable with  
respect to the output shaft 9, and are adapted to be  
pressed by a shift lever 21 connected to the magnetic  
10 switch 20 so as to put the pinion 18 into engagement with  
the ring gear (not shown) only when the engine is started.  
In the drawings, a reference numeral 33 designates a  
spring mounted on the movable core 35 of the magnetic  
switch 20 and adapted to urge rightwardly the core 35  
15 and the upper end of the shift lever 21, while a refer-  
ence numeral 34 designates a spring which biases the  
lower end of the shift lever 21 leftwardly.

The planetary reduction gear 8 incorporated  
in this reduction started has the following construc-  
20 tion. Namely, a plurality of planet gears 8 mesh with  
the outer peripheral portion of a sun gear disposed at  
the center of the reduction gear 8. A ring gear having  
internal gear teeth is disposed to surround and engage  
the planet gears. The ring gear is formed integrally  
25 with the aforementioned intermediate bracket 11 by cutting  
the gear teeth directly in the inner peripheral surface  
of the intermediate bracket 11. Namely, the cylindrical  
wall 16 of the intermediate bracket 16 is fixed at its

1 left end (see Fig. 1) to the outer wall 15 of the motor 1.  
The internal gear teeth are cut in the region of the  
inner surface of the cylindrical wall 16 surrounding the  
front end portion of the armature shaft 5 and extend  
5 longitudinally from the left end of the cylindrical wall  
thereby to form the ring gear 22. The front end 5a of  
the armature shaft 5 is disposed at the center of the  
ring gear 22. Gear teeth are cut in the surface of this  
front end portion 5a to form the sun gear 23 integral  
10 with the front end portion 5a. A plurality of planet  
gears 24 (three planet gears in the embodiment) are  
disposed between the sun gear 23 and the ring gear 22  
so as to mesh with these gears 22 and 23 and to revolve  
around the sun gear 23. Each planetary gear 24 is  
15 carried by a planetary gear shaft 26 attached to a  
carrier 25 integral with the output shaft 9.

The carrier 25 to which the planetary gear  
shafts 26 are attached includes two fixing plate members:  
namely, a fixing plate member 27 located between the  
20 output shaft 9 and the armature shaft 5 and fixed to  
the output shaft, and a fixing plate member 28 adjacent  
to the motor. The fixing plate member 28 is spaced  
from and opposes to the fixing plate member 27, and  
receives the armature shaft 5 rotatably through a bearing  
25 10. Each planetary gear shaft 26 extends between the  
fixing plate members 27 and 28 and supported at its  
both ends in the respective plate members 27 and 28.  
The planet gears 24 carried by these shafts 26 are

1 disposed between two fixing plate members. In this  
embodiment, fixing rods 29 are extended between two  
fixing plate members 27 and 28. As will be seen from  
Fig. 2, the fixing rods 29 are disposed between adjacent  
5 planet gears 24 so as not to hinder the rotation of the  
planet gears 24.

A thrust is generated in the armature 3 in  
accordance with the rotation of the motor 1. This thrust  
force is born by a flange 30 formed on the armature shaft  
10 5 so as to oppose to the motor-side fixing plate member  
28. A thrust washer 31 is interposed between the flange  
30 and the motor-side fixing plate member 28. The  
thrust force generated on the armature shaft 5 is trans-  
mitted to the motor-side fixing plate member 28 through  
15 the thrust washer 31 and then to the fixing plate member  
27 which is located adjacent to the output shaft and  
integrally assembled with the fixing plate member 27.  
A thrust washer 32 is interposed between the fixing  
plate member 27 and the partition wall 17 of the inter-  
20 mediate bracket 11 facing the fixing plate member 27.  
As the motor shaft is rotated after the pinion 18 is  
brought into engagement with the ring gear, thrust force  
is generated in the output shaft 9 and is transmitted  
to the armature shaft 5. This thrust force is finally  
25 born between the intermediate bracket 11 and the rear  
bracket 6.

The reduction starter having the described  
construction operates in a manner explained hereinunder.

1 As the magnetic switch 20 is energized, the movable core  
35 and, hence, the upper end of the shift lever 21 is  
moved to the left as viewed in Fig. 1 so that the shift  
lever 21 is rotated counter-clockwise overcoming the  
5 forces of the springs 33 and 34. As a result, the pinion  
18 slides rightwardly along the output shaft 9 into  
engagement with the ring gear (not shown) connected to  
the output shaft of the engine. Simultaneously,  
electric power is supplied also to the motor 1 and the  
10 output torque driven from the armature 3 is transmitted  
to the output shaft 9 at a reduced speed through the sun  
gear 23, planet gears 24 and the ring gear 22. In the  
reduction starter of this embodiment, the ring gear 22  
is not formed as a separate body from the intermediate  
15 bracket 11 but is formed integrally with the intermediate  
bracket 11. It is, therefore, possible to reduce the  
outside diameter of the planetary reduction gear 8. In  
addition, the number of parts is reduced to facilitate  
the assembling. If the intermediate bracket 11  
20 integrally formed the ring gear 22 is formed from a  
sintered alloy, it is possible to eliminate the bearing  
12 which is in support of the output shaft 9.

In this starter, the front end portion of the  
armature shaft 5 is supported through the bearing 10 by  
25 the carrier 25 which in turn is supported by the output  
shaft 9. Thus, the front end portion of the armature  
shaft 5 is carried by the output shaft 9 through the  
medium of the carrier 25. According to this arrangement,

1 it is possible to eliminate the intermediate bracket  
which has been hitherto necessary for supporting the  
armature shaft 5 and, hence, to shorten the axial length  
of the starter as a whole. To explain in this connection  
5 in more detail, in the known reduction starter, the  
armature shaft 5 and the output shaft 9 are supported  
independently of each other at their both ends. In  
contrast, in the reduction starter of the invention, the  
axial length can be remarkably decreased because of  
10 elimination of the intermediate bracket for supporting the  
armature shaft 5.

Furthermore, in the planetary reduction gear  
incorporated in the reduction starter of the invention,  
the planet gear shafts 26 are not cantilevered but are  
15 supported rigidly at their both ends by a pair of fixing  
plate members 27 and 28, so that the undesirable oscilla-  
tion of the planetary gears 24 is avoided to ensure a  
high speed reduction efficiency. This effect is further  
ensured by the provision of the fixing rods 29. Further-  
20 more, in the described embodiment of the invention, it  
is possible to free the planet gears 24 and the bearing  
10 in the motor-side fixing plate member from the  
influence of the thrust generated in the armature shaft  
5, because the thrust is born by the end surface of the  
25 motor-side fixing plate member 28. This also contributes  
to the increase in the speed reduction efficiency.

As has been described, in the reduction starter  
of the invention, it is possible to reduce the outside

1 diameter of the reduction starter thanks to the formation  
of the ring gear as a unit with the inner peripheral wall  
of the intermediate bracket.

In addition, by arranging such that the armature  
5 shaft is supported by the carrier which is integral  
with the output shaft, it is possible to eliminate the  
bracket for supporting the armature shaft thereby to  
reduce the axial length of the starter. In consequence,  
the construction and appearance of the reduction starter  
10 can be made compact advantageously.

WHAT IS CLAIMED IS:

1. A reduction starter comprising: a motor having an armature shaft; a planetary reduction gear drivingly connected to said armature shaft and adapted to reduce  
5 the speed of rotation of said armature shaft; an output shaft drivingly connected to said planetary reduction gear and adapted to be driven rotatingly by the latter at a reduced speed; an intermediate bracket supporting one end of said output shaft and surrounding  
10 said planetary reduction gear; and a pinion slidably mounted on said output shaft and adapted to engage with a ring gear connected to an engine thereby to transmit the torque to said engine; said planetary reduction gear including a ring gear integral with said intermediate  
15 bracket and having gear teeth formed in the inner peripheral surface of said intermediate bracket.
2. A reduction starter according to Claim 1, wherein said intermediate bracket is made of a sintered alloy.
- 20 3. A reduction starter according to Claim 1, wherein said planetary reduction gear includes a sun gear integral with said armature shaft and having gear teeth formed directly in the outer peripheral surface of said armature shaft.
- 25 4. A reduction starter according to Claim 1, further comprising a carrier fixed to one end of said output shaft, said carrier carrying planet gears of said planetary reduction gear, said armature shaft being

carried by said carrier through a bearing.

5. A reduction starter according to Claim 4,  
wherein said carrier includes a first fixing plate  
member fixed to said output shaft, and a second fixing  
5 plate member spaced from and opposing to said first  
fixing plate member and carrying said armature shaft,  
said planet gears of said planetary reduction gear being  
held between said fixing plate members in such a manner  
that planet gear shafts are supported at their both ends  
10 by said fixing plate members.

6. A reduction starter according to Claim 5,  
wherein said carrier further includes fixing rods which  
extend between said fixing plate members to connect  
the latter members together in such a manner as not to  
15 hinder the rotation of said planet gears.

7. A reduction starter according to Claim 5,  
wherein said second fixing plate member has a thrust  
receiving surface for receiving the thrust generated in  
said armature shaft.

FIG. 1

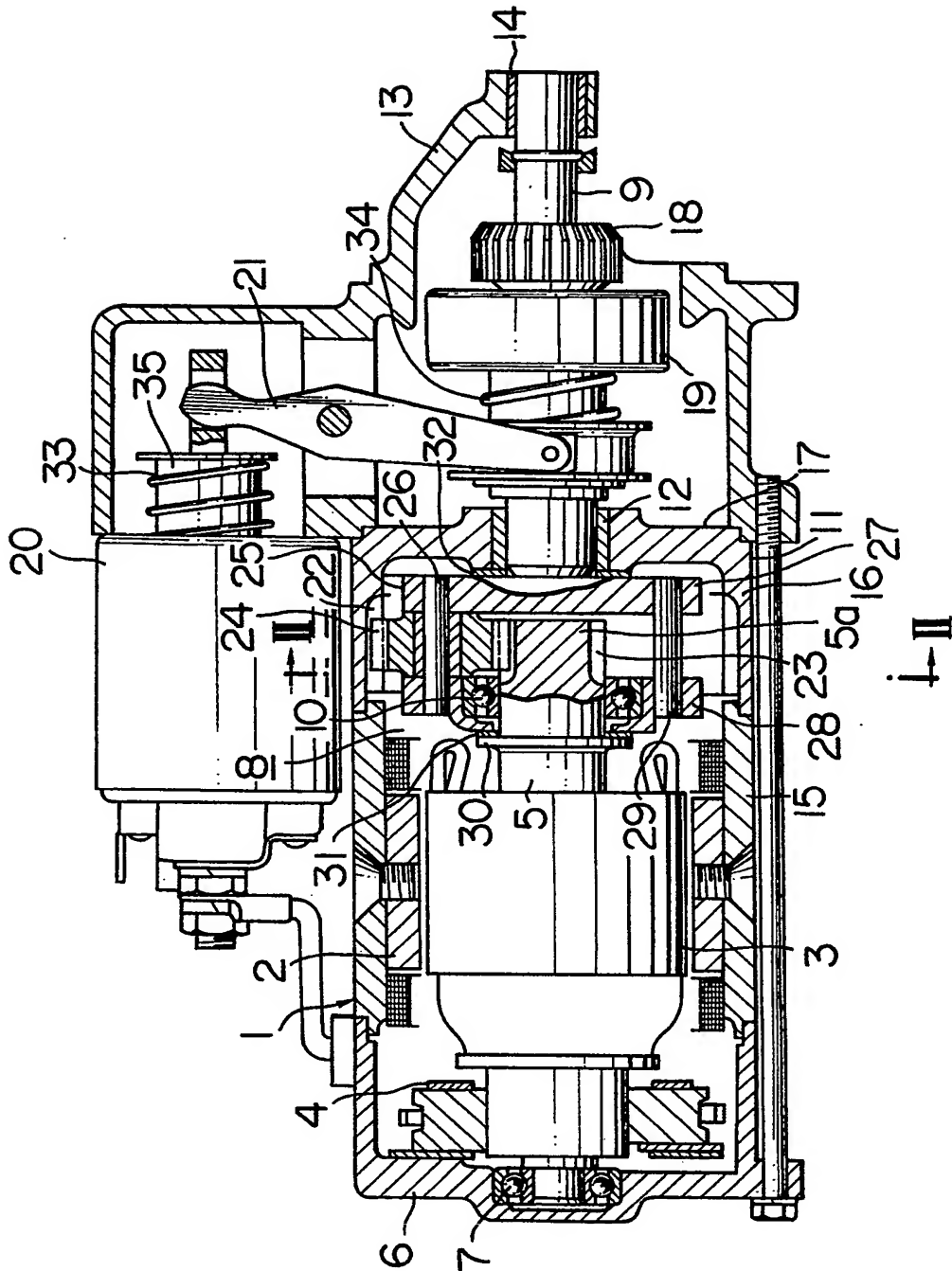
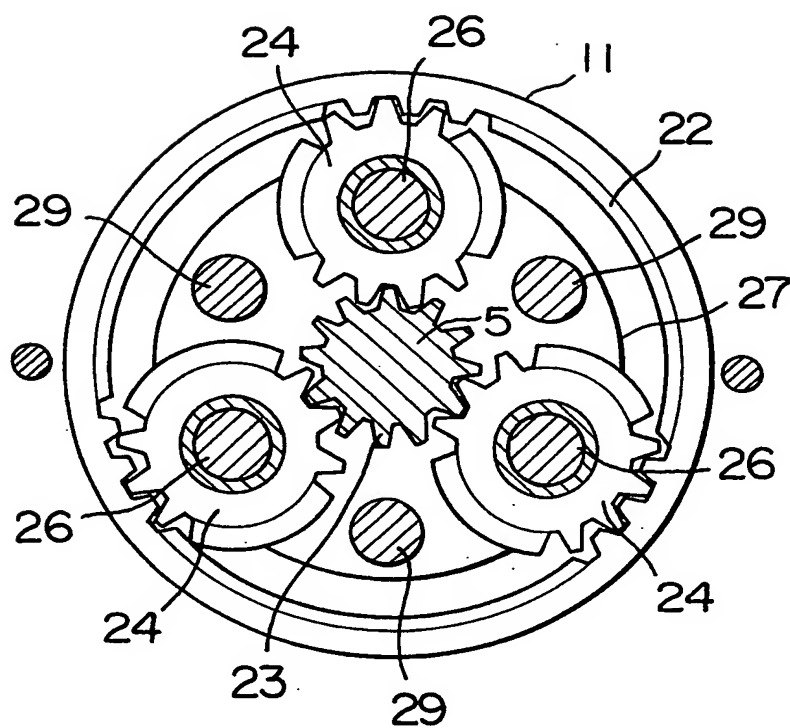


FIG. 2





European Patent  
Office

# EUROPEAN SEARCH REPORT

0086494

Application number

EP 83 10 1475

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl. 7)
A	US-A-2 344 152 (KLEIN) * Page 1, left-hand column, line 48 - right-hand column, line 23; figure 1 *	1,3,4	F 02 N 15/04 F 02 N 15/06 H 02 K 7/116
A	FR-A- 385 858 (SCHOEDELIN) * Page 1, line 60 - page 2, line 9; figure 1 *	1	
A	DE-C- 388 036 (ULRICH) * Page 1, lines 39-66; figures *	1	
A	FR-A-1 311 876 (F.E.M.S.A.) * Page 1, right-hand column, lines 9-37; figures 1,2 *	1,3,4	
A	US-A-4 092 946 (KAPPAS) * Column 3, lines 15-25; figure 3 and lines 43-56; figure 1 *	4,5,7	TECHNICAL FIELDS SEARCHED (Int. Cl. 7)
A	NL-C- 72 538 (OLLAND) * Column 2, lines 39-49; figure 1 *	4	F 02 N H 02 K F 16 H
A	FR-A-1 267 838 (GRANJON) * Page 1, right-hand column, lines 22-36; figures 1,2 *	5,6	
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 25-05-1983	Examiner BIJN E.A.
<p><b>CATEGORY OF CITED DOCUMENTS</b></p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons &amp; : member of the same patent family, corresponding document</p>			